

2024 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2024 Application Packet](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 31, 2024 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Response instructions are on page 9 of the 2024 Application Packet.

Primary applicant jurisdiction

City of Sheridan

Mailing address

120 SW Mill St

Address Line 1

Address Line 2

Sheridan Oregon 97378

City

State

Zip Code

Website

<https://www.cityofsheridanor.com/>

Contact person name

Liam Bean

First

Last

Contact person title

Associate Planner

Contact phone

(503) 540-1612

Contact email

planner@cityofsheridanor.com

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Heidi

First

Bell

Last

Title of above named person

City Manager

Phone

(503) 843-6100

Email

hbell@cityofsheridanor.com

List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

Mid-Willamette Valley Council of Governments

No

Upload your resolution or authorized letter with associated meeting minutes from the governing body of applying jurisdiction(s) here:

Res 2024-R Support TGM Grant Program.pdf

PDFs only. Max 2mb per file.

Project information

Response instructions are on page 10 of the 2024 Application Packet.

Project title

Sheridan Transportation Systems Plan 2047

Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map

2023-06-05 Sheridan Zone Map.pdf

PDFs only, 1 file maximum, 2mb file size limit.

Option 2: Project area description

Within the UGB of Sheridan Oregon, blue dotted line on associated map.

ODOT region (1-5)

Region 2

[ODOT Region Map](#)

Refer to the region map if you are unsure of your

region.

Type of grant

Category 1: Transportation System Planning

Summary description of project

This project will update the 25 year old Sheridan Transportation Plan (TSP) resulting in a modernized version of the transportation plan.

In the last decade the City has seen a surge in multifamily development. While the current TSP is focused primarily on improvements along the highway and Northern industrial district resulting in a lack of transportation options for new residents. The project shall respond to this need and shall have the following four expected outcomes:

- 1) Update the TSP and fulfill all of the requirements outlined in OAR 660-012-0020.
- 2) Provide necessary planning to provide active transportation alternatives the 120+ multifamily units which have been permitted or constructed on SE Sheridan road in the last five years.
- 3) Incorporate modern multimodal transportation concepts which capitalize on the City's compact layout and historic downtown core.
- 4) Identify and promote additional intercity transportation options (ex. additional intercity bus stops).

Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)

Project cost table

Response instructions are on page 11 of the 2024 Application Packet.

TGM funds requested for the work identified in Criterion 3	Consultant \$220,000.00	Local reimbursement 	Total TGM funds requested \$220,000.00
---	-----------------------------------	--------------------------------	--

Local match	Minimum Match (Calculated) \$25,179.98 <i>Approximately 11.5% of requested funds</i>
--------------------	---

Match to be provided	Labor, supplies and services during project \$26,000.00	Payment when Intergovernmental Agreement is signed
-----------------------------	---	---

Total Match to be Provided
\$26,000.00

Award criteria

Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)

The application demonstrates the proposed project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM Objectives.

Response instructions are on page 13 of the 2024 Application Packet.

What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?

The need for an update to the Sheridan TSP is a result of two issues. The first is simply that the 1999 TSP was intended for a 20 year planning horizon. While the TSP has been updated with area refinement plans the overall plan is now 25 years old. The assumptions made a quarter century ago are simply not true today. In addition while some of the short term projects identified in the 1999 TSP have been completed, many of the needed long term projects were never initiated. As part of a TSP update the 1999 TSP would be modernized and would reflect the City's current planning priorities such as promoting the development of bicycle facilities in Sheridan. An updated TSP would also identify new projects and funding sources while identifying if projects that were not previously addressed need to be included in an updated TSP . Key projects may include developing bicycle facilities, improving bus shelters at established bus stops, improvements to the Bridge Street bridge, additional bicycle and pedestrian crossings over the Yamhill river, and needed ADA improvements at intersections.

The second issue how the 1999 TSP addressed density. Growth predictions included in the 1999 TSP assumed that residential development would occur at low densities of between 5-6 DU's per acre. In the northern portion of the City, which is constrained by hillside and wetlands, residential development has been sparse and occurred at rates similar to the expected rate (even in areas zoned to allow for higher densities). However in the southeast quadrant of Sheridan there have been multiple multifamily developments over the last decade including large apartment complexes and smaller middle housing developments such as a cluster of rental duplexes. The City's 1999 TSP did not prepare Sheridan for a group of multifamily development all along a single road (SE Sheridan road). As a result there are several areas which lack access to pedestrian or bicycle connections across the Yamhill river to the North and across the railway to the South. This area is also separated from the only intercity transit route which runs East to West along highway 18 in the North.

Sheridan's growth has been slower and more compact than predicted, updating the TSP will allow the City to promote multimodal transportation options which capitalize on the unexpected density while serving new Sheridan residents, who may have less access to a personal vehicle.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?

The project shall have five key objectives beyond general transportation planning and ensuring continued compliance with the transportation planning rule. The project objectives are listed below:

1) Provide additional bicycle and pedestrian options for intracity trips: Currently there is only one safe and viable transportation choice for residents of Sheridan, travel by automobile. The project shall improve the transportation choices available to residents by identifying projects which support an interconnected multimodal transportation system, with a special focus on developing separated or protected facilities for cycling, walking, and rolling due to the absence and infeasibility of local transit service. Addresses TGM Objective 1.

2) Better connect new multifamily developments to the existing downtown core: Sheridan currently benefits from the naturally compact layout of a rural city with one central commercial district. The project will produce a transportation plan which promotes multimodal connections to the compact downtown and encourage interaction between residents at the street level. The project shall also plan for connections between the emerging multifamily dwelling units in the southern portion of the City and the employment lands in the northwestern. Addresses TGM Objective 2.

3) Encourage the development of workforce housing: The TSP update shall utilize the compact nature of Sheridan to identify key transit corridors which connect newly developed housing to the downtown core and the industrial district. The creation of multimodal transportation options which support workforce housing and will allow for businesses to make efficient use of flexible downtown commercial spaces and large vacant industrial lands. Addresses TGM Objective 3.

4) Identify improvements to existing corridors: Improvements to existing corridors will encourage mid density and commercial infill developments which connect directly to the downtown core. Prioritizing new and complete bicycle/pedestrian connections along these East-West roads will reduce transportation costs and minimize the need for new infrastructure while supporting existing downtown businesses. Addresses TGM Objective 4.

5) Reduces green house gas emissions: The project will develop a transportation plan which shall reduce emissions from intracity trips. The project shall promote environmental stewardship by investigating the feasibility of electrification and electric micromobility in Sheridan. The project shall further reinforce environmental stewardship by continuing the compact development of the transportation system established in the 1999 TSP. Addresses TGM Objective 5.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Criterion 2: Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in local conditions or in federal regulations, state requirements, or regional plans

- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 15 of the 2024 Application Packet.

Why is it important to do the proposed project in this grant cycle?

It is imperative that a TSP update begin in the next grant cycle as the current TSP is already being used 5-years outside of its intended planning horizon. While the TSP has been expanded upon by area plans, one plan was a design plan relating to downtown (which also is outside of the envelope of its planning horizon) and the other area plan is for industrial development in the northwestern section of the City. Industrial development resulting in significant increase in trip generation did not occur, nor was the area used as a small runway developed into a private airport. Much of the industrial land included in the refinement plan remains undeveloped, is being utilized for storage, or is used as a solar farm. As a result the most recent adopted transportation planning document is not reflective of the City's current transportation planning needs. If funded in the immediate grant cycle the 1999 TSP would be approximately 28 years old at the time of replacement.

The 1999 TSP assumed that residential development would occur at low densities in areas more disconnected from the downtown core. These hypothetical users needed facilities for private vehicles. In the past half decade over one hundred mid-density or high-density dwelling units have been developed along a single corridor (SE Sheridan Road) in the southern half of the City, while another hundred units are expected to be built on the same corridor in the coming years. In 2007 the City applied for a TGM grant for a needed Sheridan Road corridor plan which was not funded. Other refinement plans focused on the northwestern portion of the City of Sheridan. As a result, the current TSP does not adequately plan for this development and has left the southern portion of Sheridan with less multimodal transportation options for residents.

There is a 30 acre parcel of flat non-resource land on the southwestern border of Sheridan's UGB. The City is investigating a UGB expansion or land swap under the provisions of SB 1537 to incorporate this property into the UGB. If this property were added to the UGB this could result in between 200 and 500 new dwelling units in the Southern portion of the City. An updated TSP could address expected street alignments and classifications for this property.

The project is urgent as the majority of the City's new housing development is occurring on lands which were not appropriately considered during the creation of the 1999 TSP and its associated area plan.

Maximum characters: 2,500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?

The City has adopted a strategic plan which has identified several needed plan updates. This includes a BLI, EOA, and HNA. The City of Sheridan is currently budgeting for an update to the City's BLI and EOA for FY 24-25 & 25-26. The updated data from these plans shall support the assumptions made in a new TSP.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?

This project connects directly to three planning efforts:

1) Currently Sheridan has a community driven wayfinding signs and downtown design project. While this project is still, nascent, wayfinding sign design standards could be included in a TSP update and could support the work that is already being done by community members.

2) In 2022 the City of Sheridan and Sheridan School District worked together with ODOT to produce a Safe Routes to school plan. This plan identified 26 actions which the City of Sheridan can take to ensure safe bicycle and pedestrian options for students. Several recommendations from the plan are projects which the City has struggled to secure funding to support. Other recommendations are suggested inclusion items for an updated TSP.

3) Despite the outdated TSP the City is pursuing corridor updates including crosswalk and ADA ramp improvements on bridge street and a corridor design overhaul of SE Sheridan Road which includes a multiuse path.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

Response instructions are on page 16 of the 2024 Application Packet.

Tasks and deliverables table

What are your proposed tasks and deliverables

Identify PMT and Kickoff (Month 1):

The project will begin by identifying the Project Management Team (PMT). The Project Management Team shall convene in the first month of the project to identify the policy goals of the project and establish the Technical Advisory Committee (TAC). The TAC will convene regularly throughout the planning process to evaluate each of the project deliverables.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update

and which entity or entities will need to take action to adopt them.

Community Engagement (Month 2-18)

The consultant will develop a public involvement plan with input from the City during the first months of the project. The public involvement plan will target local business associations, the school and fire districts, transportation vulnerable populations, and other affected public agencies. The engagement plan is anticipated to include walking tours, interviews, public open houses, online engagement options such as interactive GIS mapping activities, mailers, and focus groups with transportation vulnerable populations.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Evaluate existing policies and transportation network and produce needs future needs analysis (Month 2-12)

The consultant shall prepare an existing conditions analysis which will need to include, but not limited to the following: 1) A summary of the applicable goals and policies of all existing State, Regional and Local transportation plans; 2) Sheridan community profile including local and regional demographics, commute patterns, and current mode share; 3) Vulnerability index to measure impacts of the transportation system on protected classes; 4) Intersection inventory and assessment; 5) Infrastructure inventory assessment (streets, sidewalks, in-street bicycle facilities, and pathways).

After preparing an existing conditions report and using the best data available, the consultant shall produce an analysis of the future transportation needs of the City of Sheridan.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Identify and select alternatives (Months 13 - 18)

The consultant will develop a project alternatives list based on performance measures and identify new and existing funding sources which could support identified projects. The consultant shall prepare project alternatives which support the project objectives identified in Criterion 1 of this application.

The TAC shall convene to discuss project alternatives with the consultant and shall select options for inclusion in the TSP which support the City's transportation need. The consultant will develop a list of capital projects prioritized according to the goals objectives, evaluation criteria, and performance measures established by the TAC using the consultant's recommendations.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Draft TSP, findings, and public presentation materials (Months 18-20)

The consultant shall prepare a draft of the TSP. The TAC shall convene and will provide comments and recommendations to inform an adoption-draft to be prepared by the consultant. After final review of the adoption-draft the TAC will issue a recommendation to Planning Commission for approval.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

TSP Hearings and Adoption (Months 20-23)

The City planner will be responsible for coordinating the adoption process with support from the consultant. The planner shall schedule all required hearings, complete all required DLCD notice, and prepare the staff report and findings of fact for adoption. The consultant shall attend at least one City Council and at least one Planning Commission adoption hearing. The planner and the City attorney shall prepare the required adoption ordinance.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

How will the project approach support investment decisions for Safe Systems, Climate Action, and Equitable Outcomes?

The project supports equitable outcomes by providing planning support to a community which is underserved by regional transit, has no local transit options, has an incomplete pedestrian system which reduces opportunities for walking or rolling, and has no bicycle infrastructure. The project shall provide transportation options to transportation-vulnerable people per policy SE.1.4 in the OTP.

The project supports climate action because as part of the TSP update the City is committed to investigating the feasibility of electrification per policy SC.1.2 in the OTP. The City is seeking grants to install electric charging stations or micro-mobility charging stations. A TSP update can identify City owned properties which can support the needed electric infrastructure.

Finally, the project shall support safe systems by identifying high risk areas in Sheridan and identifying projects which shall improve the safety of our system for all users per objective SA.1 of the OTP.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)

Adoption hearings will be required by the Sheridan Planning Commission and Sheridan City Council. Adoption hearings are identified as a part of the task TSP Hearings and Adoption.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Criterion 4: Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate,

and a desire to implement the expected outcome.

Response instructions are on page 17 of the 2024 Application Packet.

Upload letters of support here

Sheridan_Letters_of_Support_Combined.pdf

PDFs only. Max 2 mb per file.

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 18 of the 2024 Application Packet.

Describe the experience and availability of key staff

City of Sheridan City Manager Heidi Bell has previously managed multiple large scale grant projects with the city of Donald. Planning services are provided by the MWVCOG through Associate Planner, Liam Bean. Liam has previously facilitated the adoption process for a TGM project with the City of Roseburg (The Roseburg Bike Routes Plan in 2023). The MWVCOG also provides the City with GIS Services and can provide additional project management support when needed.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Explain how the applicant has the capacity to scope the proposed project during the next 15 months and manage it to completion within 3 years

The City of Sheridan has identified the need to update its aging planning documents in the City's currently adopted strategic plan. As a part of this the City is committing funds for FY 24-25 & 25-26 to allow staff to dedicate time for the scoping of planning projects and for the expense of local match for project management activities.

The key staff identified above have previous project management experience and have the ability to complete the project in the three year window. Finally, The City of Sheridan staff are also supported by contract City Engineer Chris Janigo, and his firm Civil West Engineering who are experienced project managers.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If applicable, list applicant's TGM projects within last 10 years and their status

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

TGM File Code	Project Title	Status
<input type="text"/>	<input type="text"/>	<input type="text"/>

300 character limit.

Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2024 Application Packet.

How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or work to link the location of future workforce housing to walkable/bikeable areas with good transit?

Currently the City does not have appropriate facilities for a wide variety of transportation options. Bike lanes are rare and sidewalks are often substandard or incomplete. As a result the emerging multifamily developments are car dependent and constrained by large parking areas. A TSP promoting multimodal transportation options in the southern portion of Sheridan will encourage more efficient use of land for emerging infill developments and will allow the City to consider reducing parking minimums for multifamily uses which incentivize multimodal transportation.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Required forms

Title VI: Racial & Ethnic Impact Statement form
R_and_E_Impact_Statement_Sheridan.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

PDFs only. Max 2 mb per file.

Certifications

Response instructions are on page 20 of the 2024 Application Packet.

Eligibility criteria

- This application demonstrates a clear transportation relationship
- This application demonstrates adoption of products to meet project objectives
- This application demonstrates the support of local officials

Preparation of application

- This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions
- This application was prepared by the following COMPENSATED consultant (indicate below)
- This application was prepared by the following UNCOMPENSATED consultant (indicate below)

Would you like to receive TGM news and updates?

Yes No I am already subscribed

Clicking "Yes" authorizes us to add your email to our e-newsletter mailing list. You can unsubscribe at any time.

Today's date

7/30/2024

If you encounter any issues with the submittal process, please contact:

Rachael Levasseur

Planning Section Web Coordinator

Rachael.LEVASSEUR@odot.oregon.gov

RESOLUTION 2024-R

A RESOLUTION DEMONSTRATING THE SHERIDAN CITY COUNCIL'S SUPPORT FOR THE CITY'S APPLICATION TO THE DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT'S TRANSPORTATION GROWTH MANAGEMENT GRANT PROGRAM TO UPDATE THE CITY'S TRANSPORTATION SYSTEM PLAN (TSP)

WHEREAS, The City of Sheridan's Transportation System Plan is dated October 1999 and is overdue for an update since it is serving outside of its 20-year planning envelope; and

WHEREAS, The City of Sheridan has applied for Transportation Growth Management grant funding in 2007 and 2023 to update the aging plan; and

WHEREAS, The City of Sheridan City Council recognizes that updating the Transportation System Plan (TSP) is important for the quality of life to its residents and economy; and

WHEREAS, The City was awarded an ODOT Safe Routes to School planning grant and the report recommends improvements to the transportation infrastructure to ensure the safety of Sheridan's students which the report indicated should be incorporated into an updated TSP; and

WHEREAS, Residential development has been occurring in the Sheridan at levels of density not expected in the Comprehensive Plan or in the 1999 TSP creating a lack of planned services for new residents; and

WHEREAS, The Council desires to incorporate in the TSP an analysis and a list of corrections between the Sheridan Development Code, existing Transportation System Plan, and the Public Works Standards; and

WHEREAS, Sheridan is recognized as a key stakeholder of Yamhill County Transit (YCT) and on May 22, 2023 the City was requested to include YCT's Service District Plan into the City's TSP; and

WHEREAS, The Council supports studying our existing streets to understand the transportation capacity of the current network buildout.

NOW THEREFORE, IT IS HEREBY RESOLVED BY THE CITY COUNCIL FOR THE CITY OF SHERIDAN, OREGON AS FOLLOWS:

- Section 1: The City Council directs the City Planner to submit a grant application to update the Transportation System Plan to the State of Oregon, Department of Land Conservation and Development's Transportation Growth Management Program
- Section 2: City Manager Bell is authorized to sign the grant application and any supplemental paperwork required to submit, accept, or gain reimbursement regarding this grant.
- Section 3: This resolution shall take effect immediately

PASSED AND ADOPTED by the City Council this 17th of June 2024

AYES: -6-

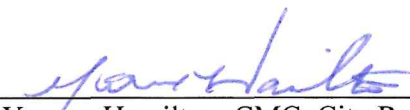
ABSENT: -0-

NAYES: -0-

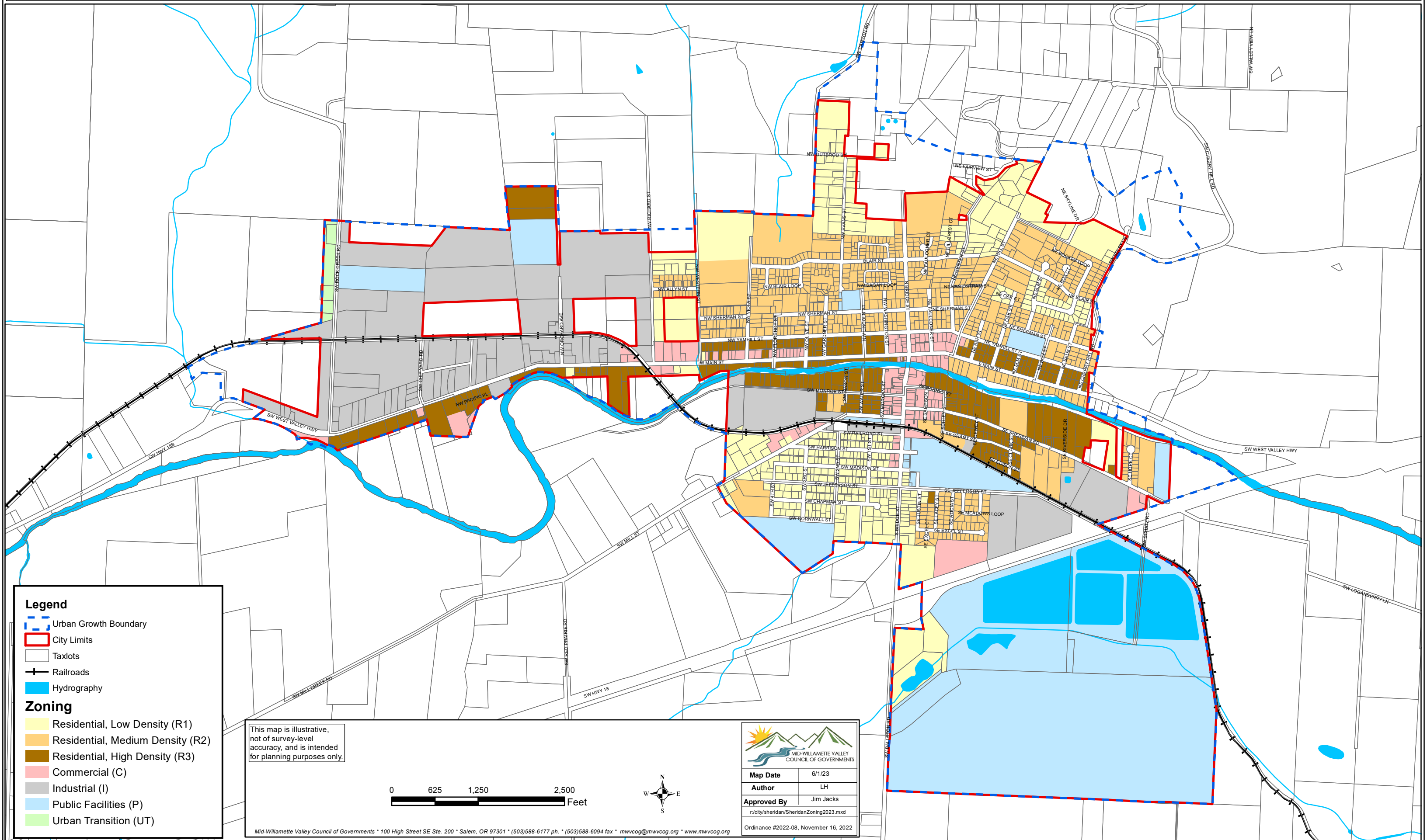
ABSTAIN: -0-

DATED this 17th of June 2024


Cale A. George, Mayor

ATTEST: 
Yvonne Hamilton, CMC, City Recorder

City of Sheridan Zoning Map, 2023



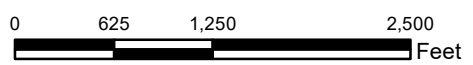
Legend

- Urban Growth Boundary
- City Limits
- Taxlots
- Railroads
- Hydrography

Zoning

- Residential, Low Density (R1)
- Residential, Medium Density (R2)
- Residential, High Density (R3)
- Commercial (C)
- Industrial (I)
- Public Facilities (P)
- Urban Transition (UT)

This map is illustrative, not of survey-level accuracy, and is intended for planning purposes only.



MID-WILLAMETTE VALLEY COUNCIL OF GOVERNMENTS

Map Date	6/1/23
Author	LH
Approved By	Jim Jacks
	r:/city/sheridan/SheridanZoning2023.mxd
	Ordinance #2022-08, November 16, 2022

Congress of the United States
House of Representatives
Washington, DC 20515

July 12, 2024

Director Brenda Bateman
Oregon Department of Land Conservation and Development
635 Capitol Street NE Suite 150
Salem, OR 97301

RE: The City of Sheridan's Transportation System Plan application to the Oregon Department of Land Conservation and Development

Dear Director Bateman,

I write in support of the City of Sheridan's Transportation System Plan (TSP) application to the Oregon Department of Land Conservation and Development's (DLCD) Transportation Growth Management Grant Program, which will update the outdated transportation plans thereby setting a path forward to boost Sheridan's livability and economy.

Sheridan does not have the appropriate facilities for varied transportation options. Bike lanes are infrequent, and sidewalks are often substandard or incomplete. Consequently, the emerging multifamily developments in Sheridan are car dependent and constrained by large parking areas. To address this issue, the grant funds would preferentially be used to hire a consultant to complete a needed TSP update. A TSP promoting multimodal transportation options in the southern portion of Sheridan will standardize and guide more efficient land use for emerging infill developments. Similarly, a new TSP will allow Sheridan to reduce parking minimums for multifamily uses which incentivizes increased use of multimodal transportation.

An updated TSP will also utilize the existing compact nature of Sheridan to create a safe pedestrian network from the continued development in the Southern portion of Sheridan to the downtown core. This connection would serve to reduce the number of required vehicle trips to access businesses downtown, reducing traffic congestion and air local pollution.

Thank you for your full and fair consideration for this application. If you have any questions, please reach out to our office at (503) 385-0906 or to our Grants Coordinator at alexander.okeefe@mail.house.gov.

Sincerely,



U.S. Representative for Oregon



OREGON HOUSE OF REPRESENTATIVES

Representative Lucetta Elmer
House District 24

July 9, 2024

David Helton, ODOT Region 2 TGM Lead
(541) 726-2545
2080 Laura Street
Springfield, OR 97477

Re: Support for the Sheridan Transportation Systems Plan Update

Dear Mr. Helton,

Please accept this letter of support from my office as State Representative for house district 24, for the City of Sheridan's Transportation Growth Management (TGM) assistance grant application to update the City's aging Transportation System Plan (TSP).

An update to the Sheridan TSP will help this rural community identify needed projects to create multimodal transportation options for residents of the emerging multifamily developments in the City of Sheridan.

During the short session this year, I was able to pass house bill 4134 which identified infrastructure needs in rural Oregon that were stopping private developers from building houses. The bill included a give/get model where public dollars paid for the infrastructure need and private developers agreed to reserve 30% of their doors at 130% AMI or less for work force housing. I love how these rural communities pulled together to create around 600 new doors for Oregonians.

Sheridan's TSP was last fully updated in 1999 and the assumptions made in the 1999 planning process are no longer reflective of the conditions in the City or the Sheridan Community's planning goals. An update of the now 25-year-old plan is necessary to provide guidance and policy support for the next 20-year planning horizon.

We hope that the City of Sheridan will be awarded funding to make the necessary updates to the TSP. Both to directly support the existing community members and businesses as well as support the transportation needs of new Sheridan residents.

Sincerely,



435 South Bridge Street
Sheridan, Oregon 97378

Dorie Vickery, Superintendent

Phone: (971) 261-6959
Fax: (503) 843-3505
www.sheridan.k12.or.us

July 23, 2024

David Helton, ODOT Region 2 TGM Lead
(541) 726-2545
2080 Laura Street
Springfield, OR 97477

Re: Support for the City of Sheridan's Transportation System Planning Grant Application

Dear Mr. Helton,

Please accept this letter of support from Sheridan School District for the City of Sheridan's Transportation Growth Management Program grant application. Specifically, Category 1, Transportation System Planning (TSP). This grant will provide much needed funding to update the City's aging TSP.

An update to the Sheridan TSP will identify projects to create multimodal transportation options for residents within the City of Sheridan. This includes how our students and families safely go between the two schools and within the City of Sheridan. Recently, the City and Sheridan School District partnered on a Safe Routes to School grant. The funds allowed for an in-depth analysis of how our students bike, walk, and roll to and from school. This work provided important information that can be applied to the TSP, increasing the opportunities students and residents have for walking, biking and transit within the Sheridan community.

Additionally, the City's TSP was last fully updated in 1999 and the assumptions made in the planning process no longer reflect the conditions of the City or the planning goals. An update of the now 25-year-old plan is necessary to provide guidance and policy support for the next 20-year planning horizon.

I have worked in the City of Sheridan as superintendent for four years. It has been my pleasure to observe and partner with the many endeavors of our City leaders. Rural communities, such as Sheridan, struggle to keep pace with the many needs of a growing community. Our City leaders continue to seek out opportunities such as this grant, to improve the lives of its residents, their safety, and plan for anticipated growth.

Please provide the City of Sheridan this grant funding to update the TSP. Our community is growing and the transportation needs must be addressed. Doing so supports how we operate as a District along with the transportation needs of new Sheridan residents.

Sincerely,

Dorie Vickery, Ed. D
Superintendent

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

- | | |
|--|--|
| <input type="checkbox"/> Women | <input type="checkbox"/> Asians or Pacific Islanders |
| <input type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians |
| <input type="checkbox"/> African-Americans | <input type="checkbox"/> Alaskan Natives |
| <input type="checkbox"/> Hispanics | |

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

- | | |
|--|--|
| <input type="checkbox"/> Women | <input type="checkbox"/> Asians or Pacific Islanders |
| <input type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians |
| <input type="checkbox"/> African-Americans | <input type="checkbox"/> Alaskan Natives |
| <input type="checkbox"/> Hispanics | |

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.


By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated: 7/25/2024

Printed Name: Heidi Bell

Title: City Manager

Agency Name: City of Sheridan



¹ "Minority person" are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.